

THE LATEST NEWS CATASTROPHE.

The Collision of the Atlantic and Ogdensburg.

THE DREAFFUL SCENE BY AN EYE WITNESS.

Nearly Four Hundred Supposed to have been Lost.

See also, p. 1.

We have seen one of the survivors of the ill-fated Atlantic—Mr. John S. Blake, of Meriden, Connecticut. He arrived in town yesterday morning, and proceeds to-day to his home. His escape from death was miraculous.

The Atlantic was from Buffalo, bound to Detroit, and was loaded to her utmost capacity with passengers. She had on board from five to six hundred, including over three hundred and fifty passengers. She was on her way to Detroit with her husband freight that Captain Petty was compelled to leave from fifty to seventy-five emigrants on the pier at Buffalo. We are informed by Mr. Blake, who is a cool and intelligent gentleman, that of the whole number on board the A. not over one hundred and twenty-five were saved. They were picked up by the propeller, and he saw all when they proceeded on board the Sultana. Thus, instead of two hundred, the loss is nearer four hundred.

Mr. Blake has made a statement of the terrible affair. It is annexed, and speaks for itself.

TO THE EDITOR OF THE HERALD.

New York, August 22, 1852.

I have at this moment the first opportunity since the fatal disaster on Lake Erie to give a description of the awful scene, as it then occurred, which is still vivid before me in all its horror, as far as I have an opportunity to do so.

I have retained from reading any account published as yet, with the exception of the first telegraphic despatch, which appeared in a Buffalo paper, for the reason that I have not seen it, and I do not wish to be misled as they actually occurred to me, believing some truths in relation to the heart-rending and fatal catastrophe should be made public and so to be known that some other who witnessed the calamity may aid the public in coming to a correct conclusion upon the subject.

At the moment the struck us and while the timbers were still moving and the vessel was still in motion, I struggled and succeeded in extricating myself, and in a moment was upon the forward part of the hurricane deck, alongside of the pilot's wheel, feeling assured that from the nature of the collision, I was in no danger, and that I could get away from the wreck.

I had occupied that position but a few moments before the appalling cry was heard that she was sinking. All was confusion, and the next moment the command was given in a very distinct voice, to keep the water rushing in, but without much effect.

All this time my engine was in motion, as it had been all the while, and we were still leaving the propeller. I then thought that I would try to reach the main deck. I found it dark there, and not a light to be seen, and I did not know where to go.

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